



CONNECTICUT DEPARTMENT OF TRANSPORTATION

POLICY STATEMENT

POLICY NO. E&C -19
February 2, 2011

SUBJECT: Sidewalks

1. Sidewalk Already Exists

When a roadway is to be reconstructed, and the project will disturb an existing sidewalk, the reconstruction of the sidewalk will be included in the reconstruction project.

2. Sidewalk Does Not Currently Exist

a. State Roads and Bridges

When a roadway is to be constructed or reconstructed, when deciding on the inclusion of new sidewalks, the extent and patterns of pedestrian travel demand should be considered, as well as other factors such as project scope, costs and associated impacts. Pedestrian accommodation should be evaluated by means of a pedestrian travel assessment, while also taking into account public comment. The assessment may consider, but not be limited to, the existing or planned pedestrian facilities in the project area; a review of the Town Sidewalk Plan if one exists; whether the road facility is a potential barrier to pedestrian travel or if there are alternative paths or crossings available; pedestrian accidents; existing or planned significant destinations in the area, such as residential areas, schools, employment centers, shopping centers, businesses, public transportation facilities; recreation areas, etc. If the Department determines that it is prudent and feasible to include new sidewalks, then sidewalks may be included within the limits of the project or extending to a logical terminus point.

b. Local Roads Adjusted As Part of a State Highway Project

When an improvement is being made to a local road, sidewalk improvements may be included within the limits of the project, or to a logical nearby terminus point, if the Department determines they are prudent and feasible following the assessment procedure outlined in Section 2a.

Sidewalks beyond the limits of the project or logical nearby terminus point may be constructed as part of the project if the local community will enter into an agreement to provide the financial resources for the full cost of the design and construction, including associated rights-of-way and utility costs of such sidewalk.

3. Exclusive Sidewalk Projects

Exclusive sidewalk projects, to include the construction of new sidewalks along a State Highway, will be considered where a need is demonstrated following the assessment procedure outlined in Section 2a.

Exclusive sidewalk projects, to include the construction of new sidewalks along a local roadway, will be considered where a need is demonstrated following the assessment procedure outlined in Section 2a and in accordance with the latest STP-Urban Pavement Rehabilitation/Sidewalk Guidelines.

4. Liability, Maintenance and Repair Responsibilities

The municipality in which the sidewalks are located will be required to enter into an agreement with the State in perpetuity, clearly stating that the municipality is fully responsible for all liability, maintenance, repairs, and snow and ice removal for any new sidewalks constructed under the provisions of this policy, with the exception that the State will be responsible for liability, maintenance, repairs, and snow and ice removal of sidewalks on State maintained bridges and their approaches, consistent with Connecticut General Statute 13a-91. The responsibility for liability, maintenance, repair, and snow and ice removal of existing sidewalks which are reconstructed will remain as was prior to the reconstruction work.

5. Cost Participation

The federal/state/municipal cost participation for sidewalks will be consistent with the overall project's funding participation requirements, except as outlined in Section 2b. Sidewalks will be constructed with concrete, unless the municipality requests an alternate material. If the municipality requests an alternate material more expensive than concrete, the municipality will be responsible for the difference in cost, except in the case of reconstruction of an existing sidewalk constructed of that material.

(This Policy Statement supersedes Policy Statement No. E&H.O.-19 dated December 11, 2007)

Jeffrey A. Parker
Commissioner